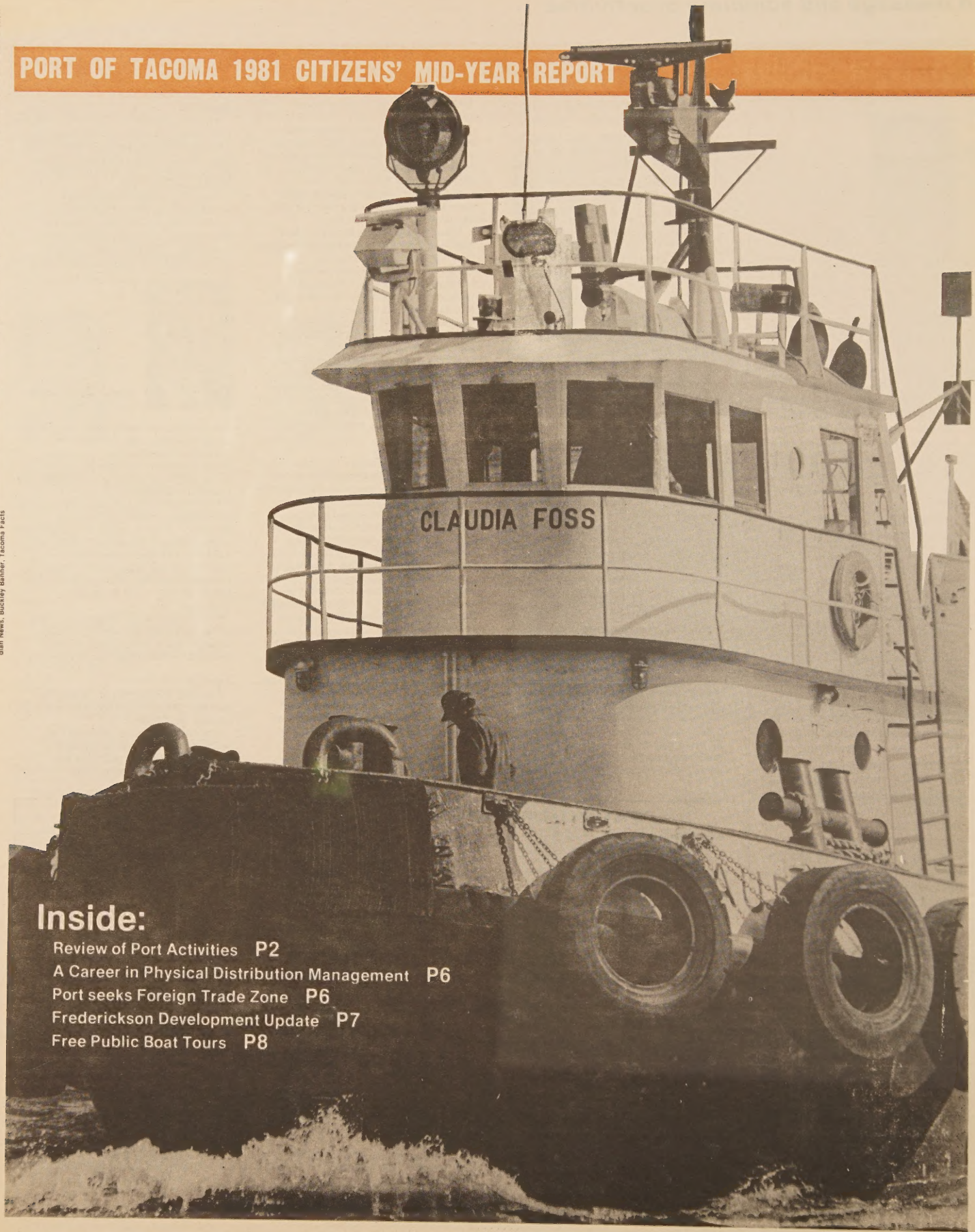
Supplement to: Tacoma News Tribune, Pierce County Herald, Suburban Times, Peninsula Gateway, Tacoma True Citizen, Indian Voice, Dispatch and Buyers Guide, Sumner News Review, Indian News, Buckley Banner, Tacoma Facts

PORT OF TACOMA 1981 CITIZENS' MID-YEAR REPORT



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1981 CITIZENS' MID-YEAR REPORT

Robert Earley
commissioner

The Port of Tacoma belongs to you. As your elected Port commissioners, Jack Fabulich, Pat O'Malley and I have an affirmative duty and an obligation to keep you informed of your port's progress and plans. Our efforts in this regard have included the publication and distribution throughout Pierce County of annual and mid-year Citizens' Reports. This, our fourth such report, includes a summary of the Port's development and operations for the first part of 1981.

Although Port income and the amount of cargo handled is up slightly from 1980, Port growth this year cannot compare with the spectacular record-breaking increases experienced during the past half decade. Last year's results, which were the best in the Port's history, were unaffected by the economic downturn experienced nationally due to marketing decisions and sales commitments already in the international trading pipeline. This year, however, the economic slump has reached the entire port industry including the Port of Tacoma.

Despite this temporary slower rate of growth, we expect the Port to end the year with an increased net income. We are also hopeful that the Port will establish yet another record in obtaining additional cargo.

R G Earley

ROBERT G. EARLEY
PRESIDENT
PORT OF TACOMA
COMMISSION

As a public port district charged with the responsibility to bring new jobs and economic benefits to Pierce County, the Port of Tacoma must continually develop its facilities to improve its cargo handling ability and its industrial development potential. Your port has actively sought to bring new business to the community and is acknowledged to be one of the nation's leading growth oriented ports. The following summary of changes occurring at the Port of Tacoma during the year provides ample evidence of the Port's continuing efforts to serve Pierce County through the creation of employment opportunities.

January:

•The Port purchases an in-house computer system from the Hewlett Packard Company which will be used to monitor cargo movements and to improve operating and administrative efficiencies.

•Eatonville Construction awarded contract to make improvements to the Port's cold storage facility.

•Puget Sound Power & Light exercises their option to purchase 44.67 acres of land located in the Port's Frederickson Industrial Development District. The property will be used as an emergency power generation site.

•The Port leases 25 acres to the J. A. Jones Construction Co. to build new pontoons for the Hood Canal Bridge. The project will generate 500 jobs.

•Chalker Engineers of Tacoma awarded bid for architectural engineering services for Marshall Avenue warehouse.

•Parsons Constructors Inc. enters into a lease with the Port for an additional 26 acres due to increased Prudhoe Bay business expected over the next four years. 1000 workers will be employed at the site during the 1981-82 construction period.

•Port Commission approves final acceptance of contract with the John Korsmo Construction Co. for completion of a new lumber storage building at the Pierce County Terminal.

•931 linear feet of concrete floats purchased for use at the Port's Fishboat Haven.

•Final approval given on Plywood Shed improvements completed by Olson Building Company of Olympia.

•The Port calls for bids for site development work on 55 acres of terminal backup and industrial lands located near Marshall Avenue. Development will include filling, grading, storm drainage, ballasting, fencing and lighting.

•Port Commissioners approve payment of $15,000 to the Tacoma-Pierce County Economic Development Board to assist that organization in their marketing efforts to bring new businesses and jobs to the County.

February:

•The Port co-sponsors the Commencement Bay Conference on Importing and Exporting with the Tacoma-Pierce County Chamber of Commerce and Seattle First National Bank.

•Agreement is reached on a 30-year lease with The Anchorage Inc. to provide storage for 648 boats at the south end of the Hylebos Waterway.

•The firm of Collins, Ryder & Watkins of Tacoma is retained to perform a study and prepare a preliminary design for a sewage disposal system at Frederickson.

•Westwood Shipping Lines initiates containerized/break-bulk 21-day service between Tacoma and the European ports of Antwerp, London, Bremen and Rotterdam.

•Port accepts electrical work completed on the United Grain facility by Electric Construction Co. of Tacoma, Inc.

March:

•Union agreements approved with the Stationery Engineers Union Local No. 286, Security Employees Union ILWU Local No. 28, Port Employees Union ILWU Local No. 23, and the Teamsters Union Local No. 599.

•Gregory Nelson named Deputy Auditor of the Port of Tacoma.

•Port Commission recognizes the engineering and construction crew, watchmen, sweeper crew, security patrol, and the second and third shift of the maintenance equipment section for no lost time injuries for 1980.

Richard Dale Smith
executive director

•Tacoma Boatbuilding Company, employing over 1000 people, leases three additional acres from the Port for a total of 23 acres.

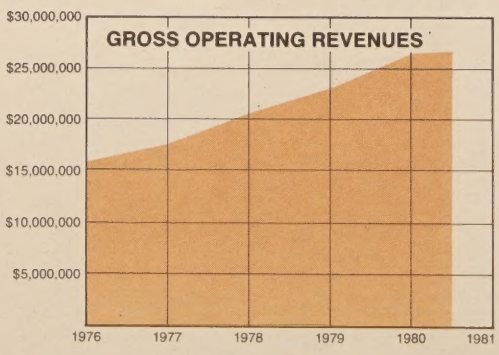
•The Port retains the consulting firm of Tippetts, Abbott, McCarthy & Stratton (TAMS) to prepare a long-range comprehensive development plan for the Port. The draft report will be available in late September and will be followed by public hearings in October. The final report will be issued in November.

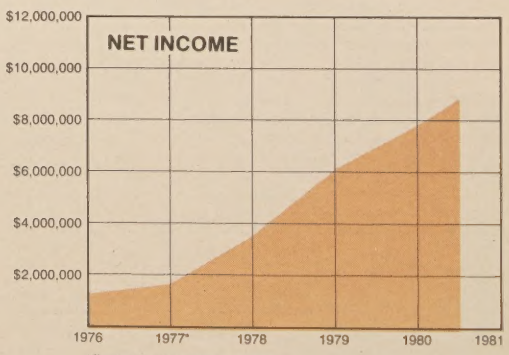
•The largest single shipment of peas in the Port's history (over 13 million pounds) was loaded aboard a vessel destined for Colombia, South America.

April:

•Tacoma Marine Supply leases the Fish Boat Haven from the Port and will manage the facility.

•Executive Director, Richard Dale Smith, signs Equal Employment Opportunity Statement outlining Port policy prohibiting employment





*Excludes extraordinary income

Cover: The tug, *Claudia Foss*, is owned by the Foss Launch and Tug Co. The firm began operating in Tacoma in 1889, the same year Washington became a state.

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Hugh Wild, senior director for port development and relations

discrimination and establishing an Affirmative Action Program.

•Commissioners concur with proposal to require that bids for the construction of the new Port Administrative Office Building include provisions for participation by minority and women-owned business enterprises.

•Lincoln Construction Company of Spanaway awarded the contract for the Terminal 7A Cool Room Addition which will be used to handle the Port's expanding fruit trade. The 40,000 box

Jack Fabulich
commissioner

capacity facility will be in service by November.

•Longshore workers at the Port of Tacoma set a world's record in loading a roll on-roll off vessel. 405 trailers and 89 vehicles were loaded aboard the Totem Ocean Trail Express vessel *Westward Venture* representing a load factor of 108% according to figures set by Sun Shipbuilding, constructor of the vessel.

May:

•Contract to construct an Intermodal Rail Facility which will provide extensive on-terminal rail car loading of containers was awarded to Woodworth & Company of Tacoma.

•Bay Cities Construction Inc. of Tacoma awarded contract for site development improvements at a 20-acre site located on the south side of Marshall Avenue.

•After careful study and discussions with the Northwest Marine Terminals Association, the Port commission authorizes terminal tariff revisions.

•The Port enters into an agreement with the United States Maritime Adminstration for the Port to provide shipping facilities in the event of a national emergency.

•Port Commission President, Robert Earley, represents the Port at the International Association of Ports and Harbors Conference in Nagoya, Japan.

June:

•The world's largest oil field module weighing 2,000 tons and taller than a ten-story building is shipped out of the Port of Tacoma and barged 4,000 miles to Alaska's Prudhoe Bay.

•Absher Construction Company of Puyallup awarded contract to construct a Port Administrative Office Building to be located at the head of the Sitcum Waterway.

•A contract to provide for the completion of the Terminal 7D Apron Area awarded to the low bidder, Manson Contruction Company of Seattle.

•William Ross named Director of Facilities.

•Port places in service two triple-high Drott straddle carriers. Each can lift 67,200 lbs. and can stack containers three-high.

July:

•Port accepts proposal of Wilsey & Ham Engineers to design a storm water retention pond for the Frederickson Industrial Development District.

•Zidell Marine Corporation entered into a ten-year lease of land and berthing facilities for use in the repair and construction of vessels.

•Port awards contract for installation of floats in the Fishboat Haven to Marine Construction Services of Gig Harbor.

•Staff authorized to hire a consultant for the preparation of an Environmental Impact Statement for the development

Pat O'Malley
commissioner

of the Milwaukee Waterway property.

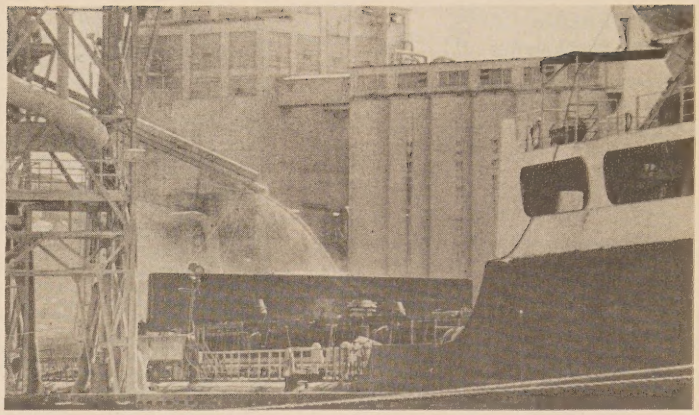
•Electrical work contract for improvements at the Fishboat Haven awarded to Jardeen Electric Company of Tacoma.

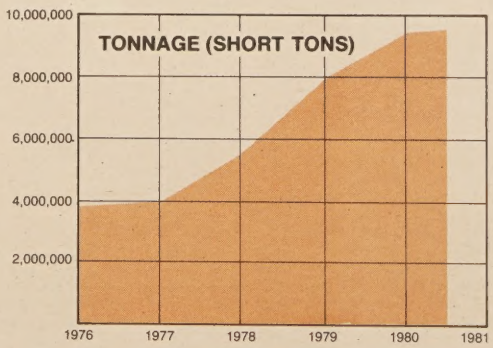
•Port leases land, building space, two berths and two cranes to Marine Industries N.W. in support of their shipbuilding and repair activities.

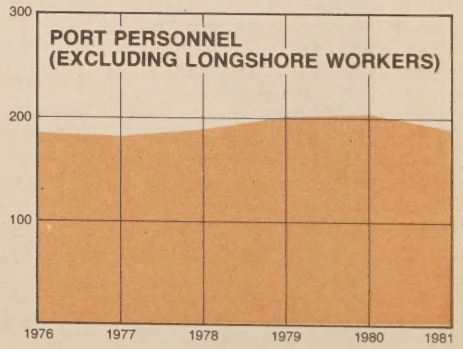
August:

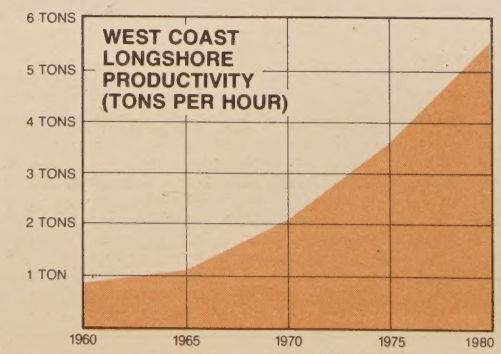
•Morris Construction of Tacoma awarded a contract to install a 20" water main at Frederickson.

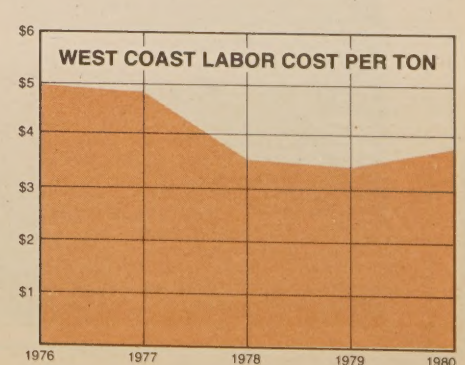
•Mountain Construction of Tacoma awarded a contract to build a 24,000 sq. ft. cargo storage building to be located in the Port Industrial Yard.











1981 CITIZENS' MID-YEAR REPORT

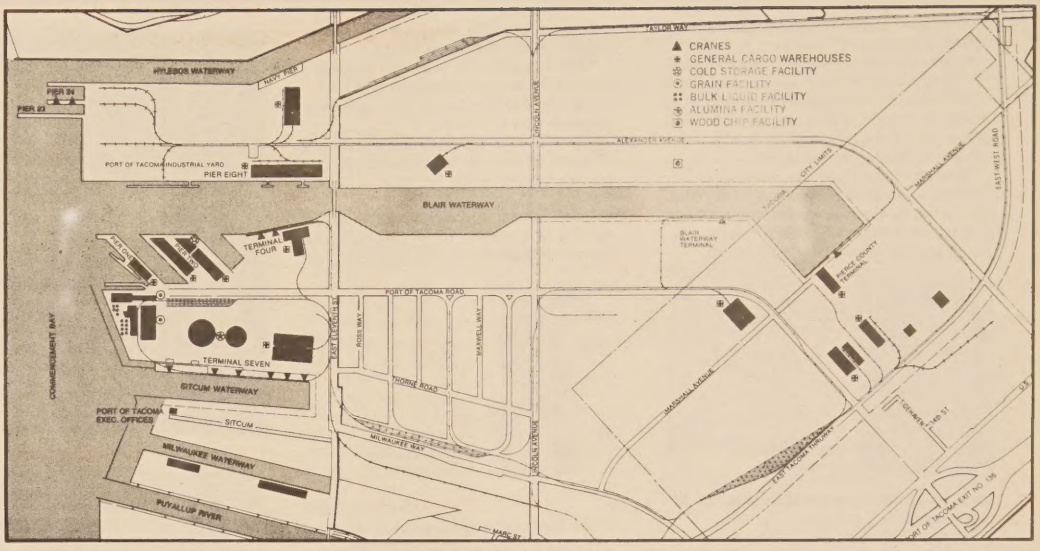
PORT OF TACOMA IS A GENERAL CARGO OPERATING PORT

Capable of handling container, breakbulk, semibulk and bulk cargoes.

Facilities include:

Berths	32
Container Cranes	4
Heavy Lift Cranes	7
Container Straddle Carriers	18
Forklifts	140
Hard Surfaced Open Storage	121 hectares (300 acres)
Rail Switching Engines	3
Covered Storage	176,533 sq. meters (1.9 million sq. ft.)
Cold Storage	56,634 cu. meters (2 million cu. ft.)
Bulk Liquid Storage	13,248 kl (3.5 million gal.)
Alumina Storage	136,000 MT (150,000 ST)
Grain Storage	264,293 kl (7.5 million bushel)

Flexibility is the key. Many facilities handle **all** cargo types.



CONTAINER FACILITIES

Container Terminal 4
- 2 berths totalling 378 meters (1,242 ft.) in length.
- Water depth – 13.7 meters (– 45 ft.) M.L.L.W.
- 1-14,678 sq. meters (158,000 sq. ft.) transit warehouse.
- 2-45 MT (50 ST) I.H.I. high speed container cranes.
- 10.12 hectares (25 acres) of paved, lighted and fenced backup storage area.
- 80 refrigerated container hookups (240-480 volts).
- Rail access to warehouse as well as shipside.
- Truck access to warehouse.

Terminal 7 Complex
- 4 berths totalling 823 meters (2,700 ft.) in length.
- Water depth – 10.7 to – 15.2 meters (– 35 to – 50 ft.) M.L.L.W. at seaward end.
- 1-9, 512 sq. meter (96,000 sq. ft.) transit warehouse
- 1-45 MT (50-ST) Peiner container crane; 1-45 MT (50-ST) I.H.I. container crane; 3-37 MT (41-ST) whirley cranes and 1-36 MT (40-ST) I.H.I. multipurpose (bulk unloading) crane.
- 13 hectares (32 acres) of paved, lighted and fenced backup storage area.
- 54 refrigerated container hookups (240 volt).
- Rail access to warehouse as well as shipside.
- Truck access to warehouse.
- 181 MT (200-ST) rail scale located on pier.
- 54 MT (60-ST) truck scale on site.

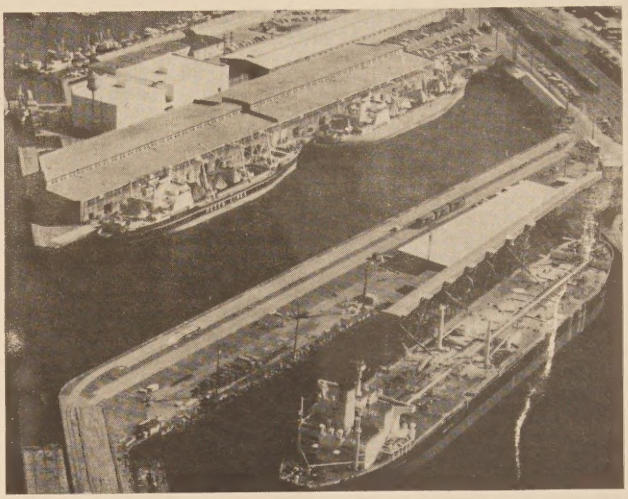
Pierce County Terminal Complex
- 1 berth 244 meters (800 ft.) in length; 1 berth 183 meters (600 ft.) in length with same water depth.
- Water depth – 13.7 meters (– 45 ft.) M.L.L.W.
- 3-9,512 sq. meter (102,400 sq. ft.) warehouses; 1-4,682 sq. meter (50,400 sq. ft.) warehouse; 3-2,230 sq. meter (24,000 sq. ft.) warehouses; and 1—1,393 sq. meter (15,000 sq. ft.) warehouse.
- 1-54 MT (60-ST) whirley crane.
- 52 hectares (128 acres) of paved, lighted, and fenced backup storage area.
- 48 refrigerated container hookups (240-480 volts).
- Rail access to warehouses as well as shipside.
- Truck access to all warehouses.

Container Freight Station—Dry Cargo
- 2.4 hectare (6 acre) paved, lighted, and fenced storage area located between Container Terminal 4 and the Terminal 7 complex.
- 1-9,512 sq. meter (96,000 sq. ft.) warehouse.
- Rail and truck access to the warehouse.
- Transload platform for direct transfer of cargo from marine to rail or motor freight equipment.

BREAKBULK FACILITIES

Pier 1
- 3 berths totalling 463 meters (1,520 ft.) in length.
- Water depth – 10.7 to – 15.2 meters (– 35 to – 50 ft.) M.L.L.W.
- 1-2,936 sq. meter (31,600 sq. ft.) transit warehouse.
- 5,574 sq. meters (60,000 sq. ft.) of backup storage area.
- Rail access to shipside.
- Truck access to warehouse.

Pier 2
- 3 berths totalling 486 meters (1,594 ft.) in length.
- Water depth – 10.7 meters (– 35 ft.) M.L.L.W.
- 1-16,722 sq. meter (180,000 sq. ft.) transit warehouse; and 1-6,224 sq. meter (67,000 sq. ft.) transit warehouse.
- .81 hectare (2 acres) of paved backup storage area.
- Rail access to warehouses as well as shipside.
- Truck access to all warehouses.
- 50,000 box capacity cooler space for fruit.
- 56,634 cubic meter (2 million cu. ft.) cold storage facility immediately adjacent.



SEMI-BULK FACILITIES

Blair Waterway Terminal
- 2 berths totalling 366 meters (1200 ft.) in length.
- Water depth – 12.2 to – 13.7 meters (– 40 to – 45 ft.) M.L.L.W.
- 1-41 MT (45-ST) whirley crane.
- 13 hectares (32 acres) of adjacent backup storage area.
- Rail access shipside.
- 2-9,512 sq. meter (102,400 sq. ft.) backup storage warehouses immediately adjacent.

East Blair Terminal
- Adjacent to berths at Pierce County Terminal.
- 20 hectares (51 acres) of paved, lighted and fenced backup area.
- Truck and rail access.
- 1-2,230 sq. meter (24,000 sq. ft.) warehouse building.

Barge Slip Facility (Blair Waterway)
- 61 meters x 122 meters (200 ft. x 400 ft.) slip.
- Capacity—two 30 meter x 122 meter (100 ft. x 400 ft.) barges simultaneously on solid ground.
- Water depth of – 10.7 meters (– 35 ft.) M.L.L.W.

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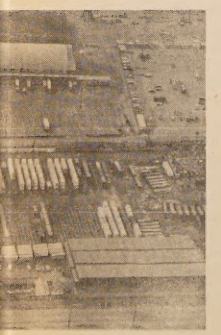


Container Freight Station—Frozen/Chill Cargo
- Located adjacent to the Cold Storage Facility.
- Space for handling 7 containers simultaneously to include sorting.
- 1,114 sq. meter (12,000 sq. ft.) warehouse.

Container Straddle Carriers
- 18 container straddle carriers are available to serve the container facilities. Present planning calls for ordering additional straddle carriers.

Alaska Terminal
- Pier frontage 76 meters (250 ft.), with three finger piers for ramp loading/unloading.
- Water depth – 12.2 meters (– 40 ft.) M.L.L.W.
- Control tower/office building.
- Maintenance facility and general offices.
- 54 MT (60-ST) truck scale.
- 10 hectares (25.1 acres) of paved, lighted and fenced backup storage area.
- 72 refrigerated container hookups (240-480V).

Milwaukee Terminal
- Pier frontage 457 meters (1500 ft.).
- Water depth – 10.7 meters (– 35 ft.) M.L.L.W.
- Rail and truck access.
- 64 hectares (158 acres).
- 2-22,598 sq. meter (243,250 sq. ft.) warehouses.
- Facility owned by Port but leased in part to Puget Sound Freight Lines.

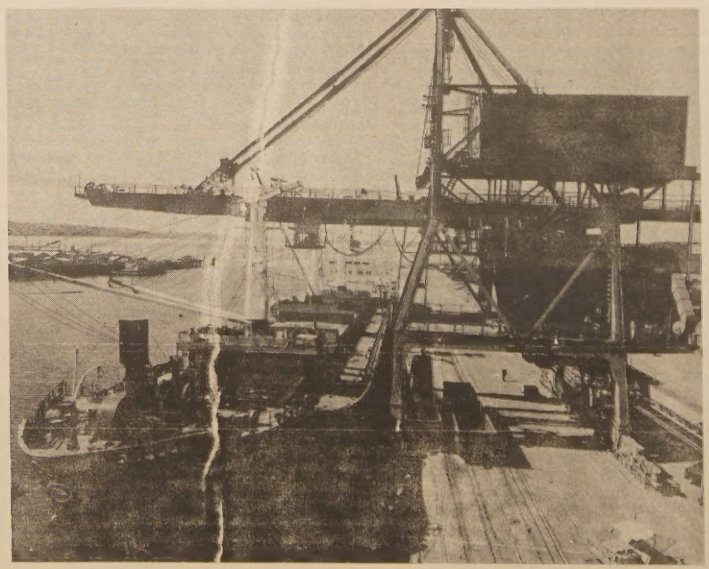
BULK HANDLING FACILITIES

Continental Grain
- 1 berth 137 meters (450 ft.) in length.
- Water depth – 21.3 meters (– 70 ft.) M.L.L.W.
- 105,717 kl (3 million bushels) storage capacity.
- Port-owned but leased and operated by Continental Grain.
- Rail served with 173 railcar storage yard or 145 hopper cars.
- Receiving capacity is 1270 metric tons (1400 ST) per hour; and loadout capacity is 1814.4 MT (2000 ST/hour) per hour.

United Grain (Pier 1D)
- 1 berth 213 meters (700 ft.) in length.
- Water depth – 15.2 meters (– 50 ft.) M.L.L.W.
- 158,576 kl (4.5 million bushels) storage capacity.
- Loadout capacity 907 MT (1,000 ST) per hour.
- Port-owned but leased and operated by United Grain, a subsidiary of Mitsui.
- Both rail and truck service.

Bulk Liquid Facility
- 1 berth 174 meters (570 ft.) in length. Also has access to Pier 1 facilities by pipeline.
- Water depth – 15.2 meters (– 50 ft.) M.L.L.W.
- 13,248 kl (3.5 million gallons) storage in 30 bulk liquid tanks.
- Facility Port-owned, but leased and operated by Pacific Northwest Terminals.
- 181 MT (200-ST) truck scale on site.

Ore Handling Facilities
- Terminal 7, Berths A, B, C totalling 549 meters (1800 ft.).
- Water depth – 10.7 to – 13 meters (– 35 to – 42 ft.) M.L.L.W.
- 1-36 MT (40-ST) I.H.I. bulk unloading crane; and 3-37 MT (41 ST) whirley cranes.
- 2 storage domes with capacity for 136,000 MT (150,000 ST) of alumina.
- Berth B has a 181 MT (200 ST) railcar scale for on-dock weighing of ore cars.



Port seeks foreign trade zone

The Port of Tacoma is cooperating with the Economic Development Council of Puget Sound to establish a Foreign Trade Zone (FTZ) which would serve the Puget Sound region. An FTZ is a site within the United States, but outside of U.S. Customs territory, which operates as a duty-free area. They are designed to create additional jobs which would normally be located outside of the United States. This is accomplished by providing tax and tariff incentives to foreign or domestic based import/export operations located in the zone.

The Port of Tacoma has designated a 15-acre site located on Marshall Avenue as a potential FTZ location. Congress authorized the establishment of FTZ's in 1934, yet prior to 1970 only twelve such zones were established including one at the Port of Seattle. During the past decade, 48 additional zones have been approved by the U.S. Foreign Trade Zones Board, the federal agency charged with administering FTZ applications. One reason suggested for the greater popularity of the zones is the increasingly competitive labor situation in the United States due to rising labor costs abroad. The political stability of this country and the favorable tariff and Customs regulation treatment are other factors influencing foreign investors.

FTZ based international trade has grown in dollar value from 100 million dollars in 1971 to an estimated 5 billion dollars in 1980. FTZ's employ over 11,000 people directly and indirectly generate an estimated 30,000 additional jobs. Through the use of the zones, many advantages are available to firms involved in international trade.

There is no Customs entry made at the time an imported product enters a zone, and any Custom duty which might apply takes effect only after the product is removed from the zone for distribution within the United States. Thus, Customs duties may be deferred on inventory until such time as actual shipments are made to the firm's customers. This deferral enables a company to invest or use its capital in other ways to improve its profits. This delayed payment also eliminates the need to pay a duty on damaged products or waste since these items are never transferred out of the zone for sale within the United States. Another advantage allows a foreign manufacturer, who exports high tariff components to the United States, to use a FTZ to add U.S. components and labor to create a finished product and then pay duties only on the foreign components or on the product itself, whichever is lower. Further, there is no Customs duty on items brought into an FTZ and then re-exported to other nations. A recent Customs service regulation, which excludes U.S.-sourced processing costs in zones from U.S. Customs duty, improves the potential of FTZ's as assembling and distributing centers.

By working on a cooperative basis with the professional staff of the Economic Development Council of Puget Sound, the prime sponsor of the FTZ applicaton, the Port of Tacoma expects to complement its existing services through the development of Pierce County's first Foreign Trade Zone.

International Trade Council established

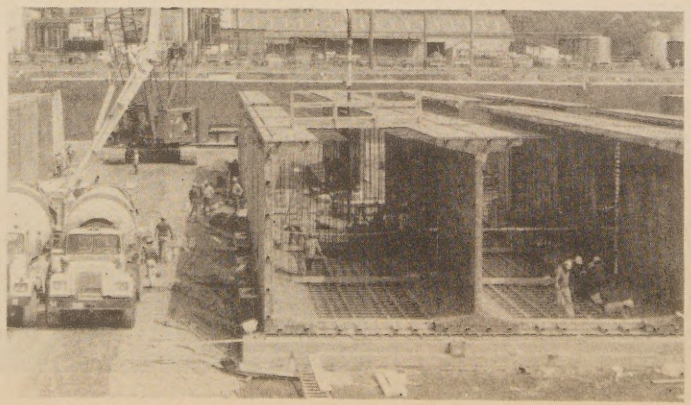
The continued growth of the Port of Tacoma and the business community's increased awareness of international trade opportunities are two of the reasons cited by the Tacoma-Pierce County Chamber of Commerce, for establishing the new Commencement Bay International Trade Council (ITC).

The ITC will act as a clearing house for information and will assist local firms in entering international markets or in obtaining foreign suppliers. ITC member companies will receive a subscription to *News Update* which contains listings of international trade and investment opportunities and will have access to the ITC library of foreign firms directories. Also available to members will be the *Trade Opportunities Program Bulletin* published by the U.S. Department of Commerce.

Additionally, ITC members will be able to obtain information on trade fairs, foreign products and promotional services through the Port of Tacoma's association with both the ITC and the World Trade Centers Association.

As a coordinating entity, the ITC hopes to provide a forum for local businesses to exchange information and to learn from the experiences of others. This will primarily be accomplished through seminars, "how to" workshops, trade missions, and speakers.

The next ITC event, which will be co-sponsored by the Port and the International Trade Association (ITA), will be a trade appraisal seminar where the present and future commerce between this region and Chile, Peru, Ecuador and Colombia will be discussed. The seminar will be held on October 27 at the Bicentennial Pavilion and is part of the ITA's "One Country" series. For further information, contact Gary Brackett at the Tacoma-Pierce County Chamber of Commerce.



A career in physical distribution management

People often call the Port of Tacoma to inquire about available jobs and the requirements necessary to qualify them for Port employment. While the Port has fewer than 200 people on its payroll and has a very low turnover of personnel, the Port's activities generate over 15,000 jobs in the private sector. Some of the most challenging of these jobs can best be classified under the category of physical distribution management.

You are not alone if you have never heard of the term physical distribution management. The well-known business advisor, economist and author Peter Drucker, has aptly referred to distribution as "the economy's dark continent". Distribution management involves the movement of cargo to the right place at the right time. Energy conservation, inventory control, cost management, security and efficient utilization of labor, equipment and space are but a few of the many concerns of the distribution manager.

Although not as well-known as other aspects of business such as sales, finance, or communication, physical distribution management is rapidly gaining recognition as an increasingly essential component of well-managed firms which require the attention of top-flight individuals. Those firms involved in the moving, storing, warehousing, handling and packaging of goods have a need for people to manage and direct their physical distribution systems. Distribution management personnel, in positions once thought to hold little chance for advancement, are now moving up the corporate organization earning vice president titles and commanding salaries exceeding $60,000.00.

Reaching the top in this, as in other fields, requires the necessary education and/or training. The National Council on Physical Distribution Management suggests that one seeking a career in the field have "a good business adminstration background with particularly strong emphasis in management, marketing, cost accounting, business law, traffic management, economics and statistics." Locally, the University of Washington, Pacific Lutheran University, the University of Puget Sound, Clover Park Vocational-Technical Institute, Green River Community College and Highline Community College offer relevant courses and have personnel willing to advise you on a career in physical distribution management.

The Council also publishes a booklet listing all colleges and universities which offer degrees or have majors in physical distribution management. Further information may also be obtained by contacting Chip Wagoner at the Port of Tacoma.

Port limits impact of Frederickson industrial development

After numerous discussions with the Frederickson/Clover Creek Community Council and with interested citizens living near the Port's Frederickson Industrial Development District, the Port of Tacoma in early 1980, agreed to not actively pursue additional development within the district. The Port Commissioners pledged that the Port would continue this policy until such time as an adequate infrastructure could be provided to meet the expected growth.

Consistent with this policy, concentrated efforts were begun toward providing roads, a storm drainage system, and water and sewer facilities. The Port has already contributed funds to extend and pave 4200 feet of 192nd Street, which will eventually become a county dedicated roadway. This will be lengthened another 1130 feet to connect with Canyon Road at the same time Canyon Road is extended to reach the Port Industrial property. The Pierce County Commissioners have already approved a route for the Canyon Road extension. Their decision was made after two public hearings and after a consultant study and a draft environmental assessment were completed. Construction on Canyon Road should begin in 1982.

In another development effort, the Port Commission authorized the installation of a 20-inch water main along 192nd Street. This water main will eventually be connected to the Tacoma Public Utility System which will be extended along Canyon Road when that road is constructed. This will assure that industrial firms locating on Port property at Frederickson will have an adequate water supply without having to use the ground water from the aquifers which supplies the local residents' wells. In conjunction with this project, fire hydrants will be installed every 300 feet along the water main in accordance with the Pierce County fire codes. The fire protection water will initially be provided from the 500,000 gallon storage reservoir which was constructed by the Port last year.

The Port has also retained consultants to perform a study and to prepare a preliminary design for a sewage disposal system and for a storm drainage system for the Frederickson Industrial Development District. Construction of the storm drainage system is planned for 1982.

Through these efforts, the Port has sought to provide the necessary services for future employment generating industries while at the same time limiting the impact on the Frederickson area brought about by the expected growth.

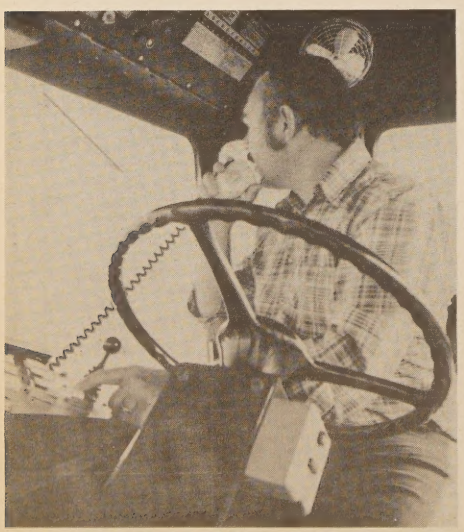
Advisory board works as a team

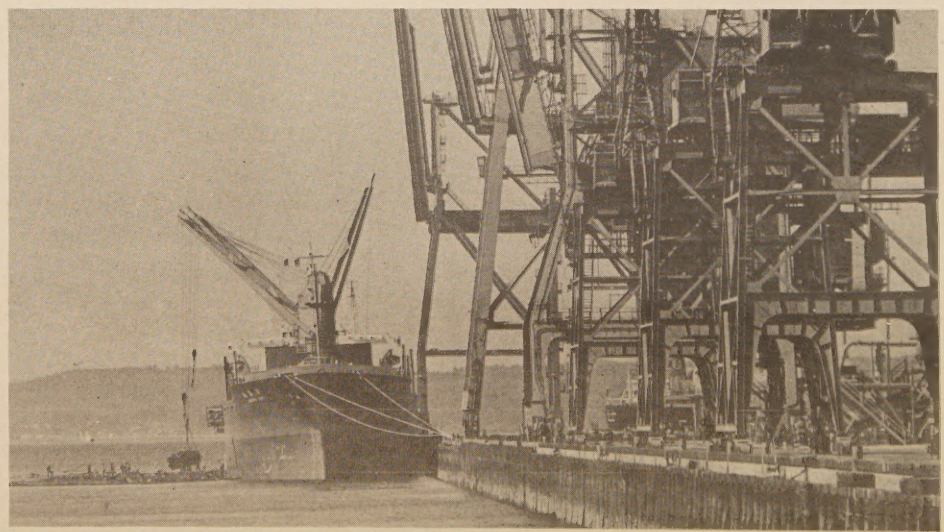
In 1972, the Port Commission proposed that the City of Tacoma, Pierce County and the Port of Tacoma establish a coordinating advisory council to provide a forum for addressing common problems. Out of numerous discussions and a few false starts, the three local governments joined together to form what is today known as the Pierce County Advisory Coalition.

Once each month, Councilmember Joe Stortini of the County Council, Commissioner Jack Fabulich of the Port Commission and Councilmember Pete Rasmussen of the Tacoma City Council meet to discuss ways in which the three governments can assist each other in dealing with mutual concerns. Subjects addressed at their meetings have included the East-West corridor as an alternative to the Blair Bridge, police protection, extension of Canyon Road, air quality standards and small boat launching sites. All discussions are informal and no decisions are made by the Coalition itself. Instead, agreements reached by the three representatives are taken back to their respective councils and commission for review and final action. The Coalition has no budget, no office, and no staff and must rely on the appropriate technical staffs of the governments for information and background materials.

Recently, the three local governments acted on a coalition recommendation by jointly sponsoring a fugitive dust control study. The Coalition recommended that the study be done in order to improve air quality, eliminate site specific erosion, and improve storm water quality runoff into the tideflats area waterways of Commencement Bay. Copies of the document are available from the City of Tacoma, Pierce County, the Port of Tacoma or the Puget Sound Air Pollution Control Agency.

The fugitive dust control study is but one example of the continuing cooperation exhibited by the municipalities of Pierce County.





Development board creates jobs, promotes stability

Founded in 1978, the Tacoma-Pierce County Economic Development Board (EDB) is a broadly-based, non-profit organization comprised of a group of local citizens concerned about the economic strength and stability of Tacoma and Pierce County. Members on the Board include key representatives of business and industry, local government, the Port of Tacoma, organized labor and other interested community organizations.

The Executive Committee of the Board, which meets monthly and consists of the elected EDB officers, includes Les Bona of West Coast Grocery as President, Jack Fabulich of the Port of Tacoma as Vice President, Don Barber of the Tacoma-Pierce County Chamber of Commerce as Secretary and Pete Rasmussen of the Tacoma City Council as Treasurer.

The work of the EDB is organized by committee with the Community and Economic Development Committee being chaired by C. Mark Smith, President of the Commencement Bay Development Corporation and a former Regional Director of the Economic Development Administration (EDA). This group makes planning recommendations to local government officials in an effort to insure that future business and industrial growth can be accommodated in Pierce County. The Committee also has responsibility for the Overall Development Program Committee which prioritizes EDA grants and makes recommendations concerning them to the municipalities in Pierce County. This mechanism for the awarding of EDA funds is required under federal law.

EDB's second principal entity is the Manpower Committee chaired by Les Rhea, Purchasing Agent for Pierce County, which monitors and assists the Private Industry Council (PIC) which is headed by Linn Larsen, President of Linn Larsen, Inc. The PIC makes recommendations to the Tacoma City and Pierce County Councils on the expenditure of available funds for manpower training and employment which are available under Title 7 of the Comprehensive Employment and Training Act (CETA).

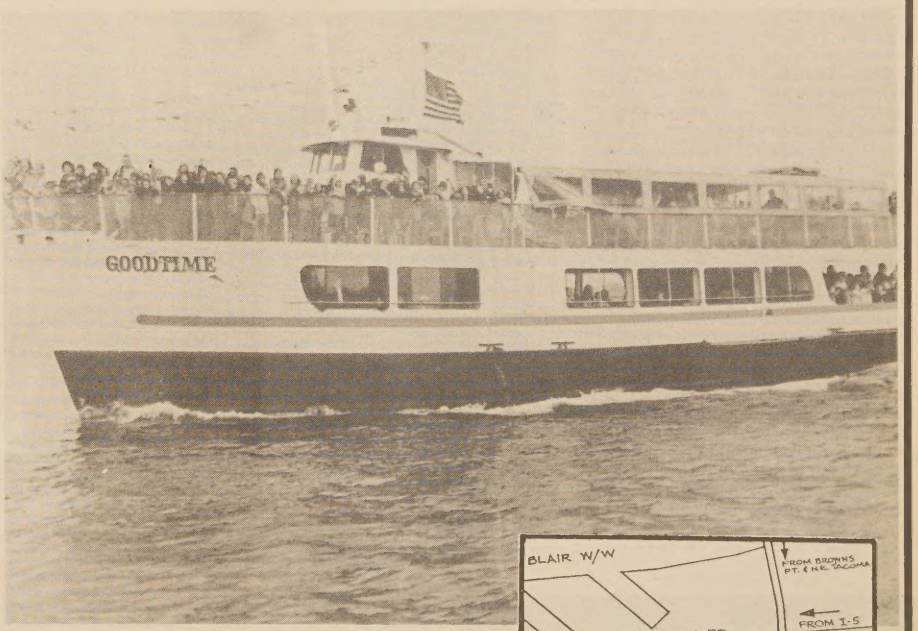
EDB's third major organizational unit is the Marketing Committee, chaired by Don Barber, which seeks to convince business firms to locate in Pierce County in order to bring jobs and economic benefits to the community. The Marketing team also works with local businesses in maintaining jobs in Pierce County through its Business Retention Employment Program.

To accomplish these many activities, the City of Tacoma, the Port of Tacoma and the Tacoma-Pierce County Chamber of Commerce have collectively contributed $72,000 to the EDB and have assisted its professional staff in their research and promotional efforts. These commitments have enabled the EDB to continue their employment generating activities.

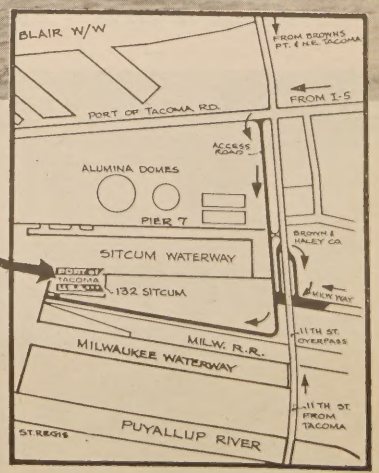
Pierce County's most stunning success to date has been the decision by Fairchild Camera and Instrument Corporation to construct a major semiconductor plant in Puyallup. Fairchild expects to employ 3,000 people by 1990. Six months of intensive effort and cooperation between the EDB, the City of Puyallup, the Port of Tacoma, Pierce County Executive Booth Gardner, Governor John Spellman, the Economic Development Council of Puget Sound and the Washington State Department of Commerce and Economic Development convinced Fairchild to come to the Northwest.

Take a FREE tour of the Port of Tacoma

Saturday, October 10



Tours will depart from the Port of Tacoma Office Facility at 132 Sitcum Waterway to view Tacoma's Commencement Bay and Blair Waterway



—FOUR TOURS—

10 & 11:30 a.m.
1 & 2:30 p.m.

Celebrating National Port Week October 4-10

For more information call 383-5841 Ext. 213